

# CITY OF REDMOND TRAILS COMMISSION

## MINUTES — July 28, 2004 Old Redmond Schoolhouse Community Center

**COMMISSIONERS PRESENT:** Chairperson Gary Smith, Julie Barnfather, Kris Colt, Glenn Eades, Sue Chenault (arrived at 7:50 p.m.)

**ABSENT:** Maureen McCoy, Ken Bechmann

**CITY STAFF:** Linda Gorremans, Parks Planning; Pam Maybee, Recording Secretary

**AUDIENCE:** Charlier consultants Terri Musser and Carlos Hernandez

---

***Note: Bold/italic text denotes Staff and Commissioner follow-up resulting from this meeting.***

### **AGENDA**

#### **I. CALL TO ORDER**

Chair Gary Smith called to order the regular meeting of the Redmond Trails Commission (RTC) at 7:10 p.m. at the Old Redmond Schoolhouse Community Center.

#### **II. APPROVAL OF MINUTES**

The Redmond Trails Commission minutes of June 30, 2004 were approved with the following amendments:

- Page 4, first bullet: Add, "...saw about 20 people each, including two equestrians, totaling approximately 60 contacts."
- Page 6, last bullet: Add, "...Smith, Barnfather, Colt, Eades, Arnie Tomac..."

**Motion for approval of June 30, 2004 RTC minutes as amended by:**  
Commissioner Eades

**Second by:** Commissioner Colt

**Motion carried:** Unanimous 4-0

### **III. ITEMS FROM THE AUDIENCE**

None

### **IV. ITEMS OF INTEREST/HANDOUTS**

#### **A. PRO Plan**

Members received another draft copy of the hardbound PRO Plan. Gorremans reported that page numbers and the table of contents were added to this draft. She noted that changes requested by Commissioner Colt were not in this version, but will be in the next.

### **V. DISCUSSION AND REPORTS**

#### **A. Redmond Transportation Plan (TMP) – Charlier**

Transportation Planners Terri Musser and Carlos Hernandez, consultants from Charlier, reported they have been working on the TMP by building off the Comp Plan policies and coming up with action recommendations relating to the transportation system. There are three elements represented in the TMP: pedestrian, transit, and bicycle.

Commissioners reviewed the TMP Chapter 5B Bicycle System Plan draft containing the modal elements (handout). Musser highlighted the contents of each page:

- Page 1: Focuses on different types of bicyclist groups.
- Page 2: Lists definitions used by Parks and Recreation for types of trails.
  - TMP focuses on backbone trails that conform to transportation standards.
  - Backbone definition overlaps with Public Works classifications of Class I bicycle paths.
  - Charlier received approval to call them just bicycle paths.
- Page 4: Addresses the TMP Bike System Plan, bringing the two (Parks and Public Works) together.
  - A map of the bicycle section of the TMP showed the proposed bicycle corridors: primary (at least 2.5 miles of cross town connections), and secondary (at least 1 mile in length).
  - Another map showed existing and proposed facilities from the PRO Plan, as well as Public Works Bikeway Plan.

- Consultant recommendations align with existing and proposed facilities.
  - Backbone trails are included in the plan as a general statement.
- Page 5: Implementation strategy, the actions required to implement the Comprehensive Plan Policies.
- Page 6: Rational behind the primary and secondary bicycle corridors.
- Page 7: Compares the existing corridors with those needing to be implemented (missing links), and ranks them in priority.
- Page 8: That which is needed to make seamless transitions.
- Page 9: Describes how to get bikes moving through downtown.
  - Consultants will be doing an enlargement plan of the downtown as it relates to bike recommendations; this will merge with other plans into a recommendation.
  - “4-E approach” needed: key actions to make Redmond more bicycle friendly beyond building facilities.
- Page 10: Key to map #3, listing needs of missing links. Numbers on map correspond to chart on page 10.

Eades asked the source of information for the group categories on page one. Musser replied data stemmed from the Federal Highway Administration’s publication, “Selecting Roadway Design Treatment to Accommodate Bicyclists.” Cities nationwide are recognizing these concepts. Musser noted percentages of users in these categories:

- 20% is “A” (commuting users), but riding 80% of miles
- 80% is “B/C” (casual, informal users, not riding in traffic), but riding 20% of miles

Musser explained that the map’s red lines depict multi-modal corridors needing to be developed for mobility, e.g., a parallel bike path could be constructed east to 156<sup>th</sup>. She noted that improvement areas would come under heavy scrutiny. There are four levels of “pedestrian friendliness”: intolerant, tolerant, supportive, and pedestrian place (e.g., Redmond Town Center). The multi-modal corridors fall into the “supportive” category, and are therefore held to higher standards. Musser noted it would be 20-30 years before realizing this.

Hernandez stated the TMP would have a Capital Project List. It would be prudent to dovetail Public Works’ and Parks’ projects. Trails, primarily backbone, are addressed in the bike section of the TMP. The pedestrian plan is in the street type, i.e., sidewalks. It is recognized that most walking occurs in the street and roadway corridor. Consultants are also focusing on land use in terms of pedestrian traffic.

Barnfather observed that most pedestrians would prefer to walk on a trail, as long as it is a direct route. She recommended consultants consider a trail priority over a sidewalk in a pedestrian route. Consultants have addressed this with grid size and block length to make shortcuts. Hernandez explained the difference between a trail versus a sidewalk: Sidewalks get broken up with more frequent intervals, e.g., every 300 feet with intersections; whereas trails are uninterrupted in terms of a longer span. Sidewalks are typically separated five feet from the roadway. Parallel paths are the longer spans that are not interrupted.

Hernandez believed that the PSE trail, even though it is slated to be paved, has enough room to still keep its open trail feel. Gorremans reported there was opposition to paving the PSE by adjacent homeowners. PRO Plan designates it as a future collector trail.

Musser noted that people supported bicycling on the BNRR. Consultants are looking at the multi-modal to be either located at the BNRR or Redmond Way.

Commissioners, staff, and consultants discussed the SR520 and SR202 interchange. The following items were shared:

- Consultants are considering on-street bike lanes from Education Hill, and then proposing a trail connection south from there to Marymoor Park. (Musser)
- King County has proposed to put in a trail from the east side of the Sammamish River through the Bear Creek Parkway and under SR 520 to connect Redmond Town Center to Marymoor Park. (Gorremans)
- Consultants are also considering a Bear Creek Parkway extension link along Leary Way to 161<sup>st</sup>. (Musser)
- City Council's preferred alternative for the Bear Creek Parkway extension is "D," where the parkway will continue across Leary Way, adjacent to the Workshop Tavern into the King County shop site, then split and go west and continue north ending at Redmond Way, with a northern spur connecting to 161<sup>st</sup> NE. (Gorremans)
- Commission comment/concerns: Colt recommended linking with other projects in order to capitalize on other funding, e.g., grant opportunities, to move up items from a lower priority status; language must not lock the list into a rigid priority.
- Consultants will put together an implementation schedule with a five-year priority in a later chapter. (Musser)

- For groups looking for joint opportunities to get funding, consultants encouraged RTC to look at the implementation section to build their independent projects.
- Commission comment/concern: RTC is focusing on PSE to 132<sup>nd</sup> (page 10 'C') and Burlington Northern Santa Fe Railroad (BNRR, page 10 "F"). (Smith)
- Two segments that relate to BNRR are 90<sup>th</sup> north, parallel to Willows, which would occur in the second phase; and 90<sup>th</sup> to Willows, which is the downtown focus now in terms of acquisitions. (Musser)
- In regional transit discussions on the 520 corridor, there is more focus on high capacity transit. (Hernandez)
- Woodinville is considering a trolley transit and has hired a consultant (a trolley expert) to build a feasibility plan. By showing BNRR as multi-modal, it leaves room for a trail. (Hernandez)
- Commission comment/concerns: A trolley could hold up other opportunities or modal uses in Redmond. (Eades)
- The City has hired a consultant, Chuck Montange, to look specifically at the BNRR section from 90<sup>th</sup> Street through the downtown. The East Lake Sammamish Trail is county rail-banked. The corridor connecting it to the rest of the system must be rail-banked as well. Trolley use may not qualify for a rail-banking situation. King County could risk losing the East Lake Sammamish corridor. (Gorremans)
- Consultants recommended keeping a rail station Park and Ride at the end of the BNRR corridor. Supply a transit service (a smaller bus to operate on its own guide-way) to meet the need of getting people from downtown to the station. (Hernandez)
- Commission comment/concern: Consider an equestrian mode in the multi-modal routes. (Colt)
- Consultants assured Commissioners that no decisions have been made yet on the BNRR. (Hernandez)
- Commission comment/concern: Do not put too much or too fast-moving traffic in the BNRR corridor or it may separate the City. (Barnfather)
- The area must serve to bind the two areas of downtown; however, the corridor would be bisected, so it would not be a true Backbone trail. (Hernandez)
- Once City Council decides where the rail station would be located (e.g., in the periphery of the downtown), then consultants can look at what goes into the BNRR corridor. (Hernandez)
- Consultants envision the BNRR corridor as more of a park-type green space with a transportation purpose. Businesses are not open to expand their urban feel. (Hernandez)
- Population coming from the east side would ride high capacity transit. An alternative would be to locate the Park and Ride at the 520/202

corridor; or further NE (but the downtown plan prohibits high capacity transit). There are problems with locating a high capacity transit station in downtown Redmond, so the BNSF corridor is an opportunity to connect the people with the station. A small bus service could coincide with a trail. (Hernandez)

- ADA is being addressed in the pedestrian section; consultants recommend elimination from diagonal curb cuts. (Musser)
- Referencing the map, the bike lanes are committed through Public Works; the missing gap is the trail piece. (Hernandez)
- Commission comment/concern: Policies being developed on scooters and Segways, etc., need to be watched. (Hernandez)
- Commission comment/concern: The West Lake Sammamish Parkway to NE 24th Street (Bel-Red corridor) should have bike lanes on both sides of the road.(Smith/Eades)

Commissioners were invited to send their email comments to terri@charlier.org. Hernandez reported Charlier anticipates finishing the entire plan by the beginning of December. City Council adoption would occur the first part of 2005.

#### **B. Youth Advocate Position**

Smith announced that Morgan Hargraves is RTC's new youth advocate. Although Hargraves is not a Redmond resident, she does attend Redmond High School and this qualifies her to be an advocate. Smith noted that the other applicant for the position bowed out of the running.

Eades asked Smith to send a "welcome" email to Hargraves with a "cc" to Commissioners. ***Smith will follow up with a welcome email; he will also re-send Hargraves' electronic application to Commissioners. Hargraves will be invited to the first RTC meeting following her introduction to City Council. It was noted that at least one Commissioner should attend that Council meeting.***

#### **C. Evans Creek Trail Update**

Gorremans reported the new bids would open July 29 for construction of the two segments of the Evans Creek Trail (excluding the elevated portion). ***She will send the email to RTC of the accepted bid.*** She noted that several companies considered offering a bid, including OHNO (the previously awarded company). The new Public Works project manager is Dennis Brunelle.

#### **D. Bear Creek Park Trail Update**

Gorremans reported that Public Works has not yet issued the RFP for a consultant. Four firms were chosen to submit proposals, one of which would be chosen for design construction drawings for the Bear Creek Park trail behind Safeway. Gorremans noted Public Works becomes involved when federal money is involved, and this project is tied to a TEA-21 (federal) grant. Public Works is also engaged in the actual construction.

#### **E. Trail Connections Discussion**

Gorremans presented a handout from the Parks and Human Services Committee meeting held last week. Colt and Eades attended. The meeting focused on explanation and discussion of the four ways to acquire trails. The Developers Handout was given to attendees at the meeting. Eades commented that groups working together, and with the City, have been very successful in the past.

#### **F. Sammamish River Bridge Discussion**

Gorremans presented a handout, *Calling all Sammamish River Trail Lovers*, announcing the August 3 grand opening of the bridge. Park Operations will put out signage and do trail clearing before the event. ***Gorremans will ask King County regarding maintenance responsibility of the east trail portion.***

Barnfather asked about the disappearance of the soft surface trail parallel to the Sammamish River Trail approaching the bridge. It was the soft surface portion that headed north at the end of the PSE trail, parallel to the hard surface trail. There is orange plastic fencing, but no soft surface trail. ***Gorremans will investigate and report via email to all.***

#### **G. PSE Trail (East/West)**

Smith asked Gorremans about the letter that staff was to have written regarding Pedestrian-Bicycle Advisory Committee (PBAC) money available for the PSE east/west trail west of Willows to Rose Hill. Gorremans reported that Tim Cox, Manager of Parks Planning, discussed available funding with Dave Alm, Public Works, but did not receive a clear answer as yet. Smith emphasized that that is why a cover letter must be written, and done so this fiscal year. ***Gorremans will investigate.***

#### **H. Leary Way / SR 520 Bikeway**

Gorremans asked Eades concerning the continuation of the Bike 520 trail. Eades reported it was not discussed at the last PBAC meeting; although he believed it was moving ahead as a high priority.

**I. Nichols Trail Update**

Chenault asked staff to investigate the status of the Nichols trail, since the contract with the City is due to end in March or April 2005. ***Gorremans will ask Jean Rice as to the status and report back.***

**J. New Trail from Marymoor to 51<sup>st</sup> Street**

Eades reported the new trail was nicely constructed below the Parkway on the west side of the Sammamish River.

**VI. ADJOURNMENT**

The meeting was adjourned by Chair Smith at 9:10 p.m.

Minutes prepared by Recording Secretary, Pam Maybee

**THE NEXT REDMOND TRAILS COMMISSION MEETING:  
Wednesday, September 29, 2004  
Old Redmond Schoolhouse Community Center  
7:00 p.m.**